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PURE NON-ALCOHOLIC
APPLE JUICE
Invaluable for Stomach and
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Hongkong Daily Press.

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SUCCESSORS
MARTINI SOLA & CO.
AGENTS—
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12, Queen's Road Central

No. 14,534 號四十四百五千肆萬壹第 日陸十月九年十套緒光 HONGKONG, THURSDAY, NOVEMBER 3RD, 1904. 四拜禮 號三月壹十年肆零百九什壹英港香 PRICE, \$3 PER MONTH.

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CARRYING THE LARGEST AND
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" 1 " Flasks 8.00
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Distillations of the
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Green Seal... \$12 per doz.
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SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing:—Latest Fashioned Suits,
New Stock of Ties, Straw Hats, Felt Hats,
Panamas, Boots and Shoes, &c., &c., &c.
Inspection Invited.
Hongkong, 5th August, 1904.

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Swatow, 8th June, 1904.

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Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.
For terms apply—
B. F. HOWARD,
Manager.

Hongkong, 7th October, 1904.

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SHIPPERS TO CHINA FOR 75 YEARS.

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SUPERB OLD COGNAC,
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THE ELITE OF WHISKY—
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11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

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AGENTS—SIEMSEN & CO., HONGKONG.

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C. P. & Co.'s INVALIDS' PORT
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This fine Wine is old, soft, and of grand flavour.

See analysis and certificate by Professor Cassal.

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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste

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THEY ARE UNEQUALLED AT THE PRICE

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Hongkong, 25th October, 1904.

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Hongkong, 15th August, 1904.

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W. LAHMEYER & CO., FRANKFURT A/M.

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Hongkong, 24th August, 1904.

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LATEST AND MOST FASHIONABLE STYLES.

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Hongkong, 31st October, 1904.

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(HOTEL-SANITARIUM OF SOUTH
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management and most strict supervision
as to food, cleanliness, and hygiene of the place.
A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
One steamer (s.s. *Hongshan*), daily to and
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THE MANAGER.

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HO-NAM, CANTON.

NEWLY OPENED.

SITUATED on the River Front at Ho-nam
almost facing Shamoon.

Rooms elegantly furnished, large and lofty,
with spacious balconies. Excellent Position.

Free from Obnoxious Surroundings.
Boat always in attendance.

Telegrams receive prompt attention.

Visitors to Canton should not fail to secure
accommodation before leaving Hongkong.

CHAN-CHING KUEN,
Manager.

Canton, 27th October, 1904.

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Private Bar and Two Billiard Rooms for
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Dining Accommodation for 300 persons.
Private and Special Dining Rooms.
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Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans
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Wines and Groceries specially imported by
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MODERATE CHARGES! NO EXTRAS!

H. HAYNES,
Manager.

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Admirably Situated. Sheltered from the
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FROM THE TRAMWAY TERMINUS
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KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

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MANAGER.

Hongkong, 10th June 1903.

1802

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished

Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply to the
MANAGER.

Hongkong, 31st October, 1902.

a49

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.

WM. FARMER,
Proprietor.

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We are in a better position than ever before to meet our Customers' requirements. Casks of Sherry, Hogsheads of Whisky and Brandy, Pipes of Port, and Bottled Wines Maturing in Bins or packed in cases ready for export may be seen in every direction as far as the eye can reach.

Our Wine Vaults are well worth a visit, and we cordially invite any of our Customers to come and judge for themselves.

A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS,
AND AERATED WATER MANUFACTURERS, &c. &c.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR. Letters for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PUNSA. Codes: A.B.C. 5th Ed. Lieber's

P.O. Box, 33. Telephone No. 12

BIRTH.

On 1st November, at Trevelyan, Peak, the wife of H. E. TOMKINS, of a daughter. (2560)

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH. LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 3RD, 1904.

The supreme importance of the question of British railway enterprise in China is sufficient excuse for returning to the subject again and again. Until our Home Government can be brought to a full realization of its duties in respect of the concessions obtained by our nationals, it is obviously required of us, and of all who have at heart our national and commercial interests in China, which are more closely tied than some people seem to remember, that we should diligently endeavour to emphasise the fact that it is owing to the Government's lack of overt sympathy that those concessions are still undeveloped. The statement that of the two thousand eight hundred miles of railway conceded to our enterprise, only five hundred and seventy miles have been made, is alarmingly suggestive. Less than a hundred miles of railway a year is not the progress we have a right to expect; and it is certainly not a record creditable to our business reputation, in a land where reputation counts for much. It should not be necessary to reiterate the statement of the intimate relationship existing in China between policy and commerce. Our Chambers of Commerce, and our China Associations, have proclaimed this fundamental truth in season and out of season; and so far as Sir Ernest Sartor is concerned, we do not think there has ever been the slightest tendency to question or belittle it. If an object lesson were needed, it would be found in the efficacy of the Russian plea for her persistent refusal to comply with her obligation to evacuate Manchuria. The safety and protection of the great Russian

railway was an argument that gave pause to the most virulent Russophobe. It did seem unreasonable, even to those who recognised Russia's ulterior design, that the fruit of her notable enterprise should be in any degree endangered. Such illustrations, however, are not needed. The recognition of railways in China under foreign control as powerful political weapons has been unanimous, tacit or expressed. The rejoicings in 1898 over our success in "the battle of concessions" are made ludicrous if those concessions be not used. At present we are in the position of parties who have gone through the marriage service, received the congratulations, and parted at the church door. Other nations have not been guilty of that eccentricity. They have started housekeeping, and justified the congratulations of their friends. It is not as if our Government were being embarrassed by applications for subsidies. A little more determination, such as they showed in 1899, when official note was taken of the Tsung-li-yamen's promise to the Hongkong and Shanghai Banking Corporation, that China would not alienate any of the northern railway lines to any foreign Power, is all that is asked. Even that quiet and unostentatious official action had excellent results, as is well known; and what we should like to see is more official spirit of the kind that inspired that holding up of the hands commercial in January, 1899. It saved the railway from remaining in Russian hands after the Boxer affair of 1900, and so undoubtedly contributed to the continued independence of Peking. Since then, however, Sir Ernest Sartor has done little to confirm Lord Lansdowne's assurance that he returned to his duties last year with "a definite policy on the railway question." It seems certain that private British enterprise is only waiting for some assurance of Governmental support, and when its work would so patently conduce to our political advantage in the country, where we are at present as obviously being disadvantaged, it seems very hard that that official encouragement should not be definitely forthcoming. So far as that goes, it would not be so much out of place to ask for pecuniary support. There are excellent precedents, in the famous achievements of Lord Beaconsfield in the case of the Suez Canal, and in the railway successes of the Sudan and Uganda. It is that mysterious and obstructive entity which we call the Treasury that seems to require stirring up. No popularly appointed politician seems to be responsible for its hoary, hidebound traditions; it appears to be a gang of permanent officials swathed in red-tape, who are, supposing there were a Government capable of realising that there is such a country as China, with some important British interests demanding attention, still not amenable to any outside influence. As we have said, however, our countrymen expect no subsidies, not even guarantees. All that is immediately necessary is some of that real, diplomatic, moral support which has proved so effective in the cases of other nations. With that certain, it is not doubted that British capital would be plentifully available for the opening up of Chinese markets to our trade and manufactures.

The s.s. *Lady Mitchell*, bound north with general cargo, put back into Hongkong. Her steering gear had become loose, and the pumps were choked.

Yesterday, being All Souls' Day, a large gathering of Roman Catholics assembled at the Roman Catholic Cemetery at Happy Valley in the afternoon to attend the Requiem Service and the procession. The Electric Tramway Company ran special cars from 4 to 6 p.m., and the flower sellers were doing a big trade in floral wreaths and crosses.

Masachi Noma, Esq., the popular Japanese Consul-General at Hongkong, is holding a reception to-day at his office, No. 3, Queen's Building, from noon to one o'clock, when he will welcome the local officials, his foreign colleagues, and others. The occasion is the anniversary of the birthday of His Imperial Japanese Majesty.

The *Express* "understands" that the Admiralty is considering a proposal to reduce the authorised shipbuilding programme of the Navy by several vessels. This step, it is claimed, will be justified by the deterioration in the balance of naval power which has been brought about by the conflict in the Far East. We regard it as nonsense.

That egregious scribbler, Mr. T. W. H. Crosland, who turned a dishonest penny by libelling Scotchmen, and then got into trouble with a vulgar book on women, has induced Grant Richards to publish a book called "The Truth about Japan." The writer is quite incapable of telling "The Truth about Japan," never having been there; and in any case his views about anything whatever are unworthy of consideration.

A telegram received in Canton official circles, says our native reporter, announces the death of the acting viceroy of Nanking, His Excellency Li Hing-yui, who was formerly governor of Canton and acting viceroy of Fukien. The death took place on October 30th. His Excellency arrived at Nanking about a month ago, from Foochow, taking the place of H. E. Ngai Kung-tao, who was transferred to Foochow. We announced yesterday the appointment of the new viceroy at Nanking, His Excellency Chu-fu.

Yatung, reports our Customs Commissioner there, has not hitherto showed any promise of blossoming into a prosperous mart, and until existing trading facilities are very widely extended no substantial increase in the volume of trade can reasonably be expected. The total trade value—import and export—for the year 1903 was only Rs. 1,373,365—roughly about £90,000. The facility of expatriating at length on such peddling trade will be apparent. With the advent of the Mission came great improvements in the approaches to Yatung. It has before been pointed out that the natural road, way to Tibet from India lies either up the course of the Machu or Dielu Rivers through Bhutan to the Chumbi Valley, and it is only reasonable to suppose that a road will shortly be constructed over one of these routes which will place the Chumbi Valley within easy access of India, and greatly obviate the present difficulties of transport.

It is not pleasant news to British manufacturers that the Siam Government have recently passed the large contract for steel rails to a Belgian firm. In the present instance it would appear that the Siam authorities were actuated entirely by motives of economy, the Belgian tender quoting considerably lower prices than were stipulated for by the English competitors. If this is so, we do not know, remarks the *L. & C. Express*, that the latter have any ground for complaint (as certainly was the case on a previous occasion), for however friendly disposed the Siam Government may be towards this country, the fact must be realised that governments, like individuals, will purchase in the cheapest market. Nor does the British merchant or manufacturer object as a rule if he is beaten fairly and without favour, which seems to be the case in the present instance.

The medals for the American troops in North China during the Boxer rising in 1900 are now ready for issue, and the English Foreign Office has been approached, through the American War Department, with a view to getting the King's consent to British officers, who are qualified under the conditions, being allowed to wear the medal. The rules as to the wearing of Foreign Orders by British officers are very strict, but this is a medal and not an Order. It also commemorates an international campaign, in which American and British troops fought side by side. The medal is made of bronze, with a gold dragon on the front face; on the reverse is the legend, "Military Order of the Dragon, China, 1900," and a span for the name of the recipient. It is attached to the Imperial Chinese yellow ribbon by a bronze clasp, forming the usual Chinese symbol of the world and clouds. In the middle of the ribbon is worked in blue the Chinese character "Fou" (happiness). The clasp at the top is in the shape of a temple roof. The whole medal is distinctly Chinese and thoroughly artistic.

POLO.

A polo match was played at Causeway Bay yesterday afternoon. Several ladies were included amongst the spectators. The band of the Mahatras played selections in the intervals. The teams were as follows:—

H. E. Sir Matthew Nathan.
Captain Nugent, R.A.
Mr. John Hastings.
Mr. H. T. Geddes.

H. R. H. Prince Adalbert of Prussia.
Lieut. W. G. Knox, R.N.
Lieut. Viscount Kilburne, R.N.
Hon. F. H. May.

Commander Gaunt was umpire. The first "chukka" started off in lively manner and resulted in Mr. Hastings scoring two goals for the Governor's team. Two subs. were also recorded. Messrs. May, Knox and Kilburne scored one goal each for the Prince's team.

In the second "chukka" goals were being scored in quick succession and the players were continually covering the length of the ground. The scorers for the Governor's team were Mr. Hastings 3, Mr. Nugent 1, and Mr. Geddes 1 goal, whilst for the Prince's team Mr. May scored 2 goals, and one sub. was also scored.

Result: H. E. Sir Matthew Nathan's Team, G. 7, S. 2; Prince Adalbert of Prussia's Team, G. 6, S. 1.

HONGKONG LEGISLATIVE COUNCIL.

The Legislative Council sits to-day (Thursday) at 3 p.m. The Hon. R. Sheehan is to ask the following questions: How has the contract for felling trees and carrying away the wood been let? Is it for a lump sum or per pie? If by the pie, is the weight being supervised, and checked, and if so, by whom? Why were not public tenders invited for it?—The orders of the day are:

Second reading of the Bill entitled An Ordinance for authorizing the construction of a Tramway within the Colony of Hongkong.

Third reading of the Bill entitled An Ordinance to amend the Imbecile Persons Introduction Ordinance, 1903.

Third reading of the Bill entitled An Ordinance to enable "The Trustees of Saint John's Cathedral Church in Hongkong" to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and China.

TELEGRAMS.

["DAILY PRESS" SERVICE.]

NEW MINISTER TO SIAM.

LONDON, 2nd November.
The long standing vacancy in the position of British Minister to Siam is now filled by the appointment of Ralph Paget.

FRANCO-AMERICAN ARBITRATION.

LONDON, 2nd November.
An arbitration treaty between America and France has been signed at Washington.

["REUTER'S SERVICE."]

JAPANESE MINISTER AT WASHINGTON I.L.

LONDON, 31st October.
M. Takahira, the Japanese Minister at Washington, has been operated upon for appendicitis in New York.

P. & O. S.S. "ASSAYE" DETAINED AT GIBRALTAR.

LONDON, 31st October.
The P. & O. s.s. *Assaye*, which was detained at Gibraltar, has now proceeded, escorted by H.M.S. *Illustration*. (The *Assaye* is engaged in Transport Service.)

INQUEST.

RE AH TAI AND ANOTHER, DECEASED.
Mr. F. A. Hazeldan, coroner, held an enquiry concerning the death of two Chinese, who were killed by the fall of a piece of "caves gutter" in Queen's Road Central on the 15th ult. The following jury was empanelled:—Messrs. William Turner, Christopher Boswell Thomas, and Ernest Oscar Rudolph Walgrave.

Dr. John Bell, Superintendent of Government Civil Hospital, gave evidence as follows:—On the 14th October a Chinese boy named Ah Tai was admitted into Hospital in a dying condition. He had a severe fracture on the top of the head a little to the left. He died two hours after from shock. The cause of his death was fracture of the skull.

William Hunter deposed:—I am medical officer in charge of post-mortem examinations. On the 15th October I examined the body of an unknown Chinese male aged about 25, which was identified in my presence by P.C. No. 74. The cause of death was fracture of the skull.

Walter William Cooper deposed:—I am P.C. No. 74. On the 14th October at eight minutes past four in the afternoon I was on duty in Queen's Road when my attention was called to a crowd. I went up and saw one man and one boy lying on the street and a piece of gutter piping lying in the side channel. The man was dead; the boy was still breathing. The man had his skull fractured and the boy's skull was also fractured. I took the boy to the hospital and the man was sent to the Mortuary.

John Smith said: I am an Inspector of Police and in charge of this inquiry. I have not been able to procure any witness who actually saw how the two deceased were struck.

William Thomas Edwards deposed: I am a Building Inspector in the Public Works Department. In consequence of information received from the police on October 15th I went and visited No. 85, Queen's Road Central. I made an examination of the premises at about 11 a.m. and found that a portion of the caves gutter had fallen. I did not see the man and the boy.

I examined the balcony and found the woodwork to which the fallen portion had been attached had become rotten through the action of the wet. The exposed portion of the woodwork appeared to be in good condition. The joint between the back of the caves gutter and the wood which was attached was covered by a wood fillet fixed underneath. I am of opinion that the rotten wood could not have been seen in any way. I have seen cases at home in which the wood has rotted in a similar way. Cases of this sort are quite common in England. I found the gutter had been partially filled with cement, which added considerably to the weight. I am of opinion that this is really an accident that could not have been foreseen.

In reply to a question from a Jurymen, Mr. Edwards stated that there were no brackets supporting the gutter in a large number of houses built prior to the present Building Ordinance. Under the present Building Ordinance brackets are required to be inserted.

Replying to a further question, Mr. Edwards stated that there was no law prohibiting these caves being filled with cement.

To His Worship: I am of opinion that the house is from fifteen to twenty years old. The agent of the house stated that he did not know there was any cement in the gutter. The house was about 20 years old. He had been connected with the house for about two years.

The Jury without retiring brought in a verdict of death by accident; and added that the fall of the spout must have been accelerated by the caves gutter being filled with cement.

WEATHER REPORT.

On the 2nd at 11.40 a.m. the barometer has risen slightly in the Yangtze valley and fallen, also slightly, in South China.

The monsoon is freshening again in the Formosa Channel and a so in the China Sea. Forecast:—Fresh to strong N.E. winds, cloudy, fair.

THE WAR.

["DAILY PRESS" SERVICE.]

ENGLAND AND RUSSIA.

LONDON, 2nd November.
The situation at present between Great Britain and Russia stands unchanged.

The Government is discussing the terms of reference to be given to the joint commission of enquiry.

The British fleet remains at Gibraltar.

Four of the Russian officers concerned in the firing on the North Sea fishermen are detained.

The Russian fleet has received strict instructions to avoid causing any inconvenience to neutral shipping.

SITUATION STILL SERIOUS.

LONDON, 1st November.
The garrison at Gibraltar has been mobilised to-day and the artillery placed in position.

The Channel Fleet has been ordered to be ready at half-an-hour's notice.

Russia's Baltic Fleet left Vigo to-day.

The King received Count Benckendorff in audience.

A meeting of the Cabinet is called for to-morrow.

["REUTER'S SERVICE."]

THE NORTH SEA OUTRAGE.

LONDON, 31st October.
The Russian "inquiry" was opened yesterday at Vigo.

RUSSO-BRITISH INQUIRY.

LONDON, 31st October.
Great Britain and Russia are negotiating a special convention to appoint a Commission of Inquiry into the North Sea occurrence, which will probably meet at Cherbourg.

PORT ARTHUR FIGHTING.

LONDON, 31st October.
A battle was raging at Port Arthur on Sunday.

THE BOXING CONTEST.

A boxing contest took place in the City Hall last night for the welterweight championship of China, between Sam Newman and "Baby" Smith of the R. A.

Prior to this event of the evening Colonel and Marriot of the Dock Yard Police had a four round bout which terminated in a draw.

Franks and Armstrong, both of the H. M. S. *Vengeance*, stood up to each other for eight rounds and another draw was declared.

James Christie was acting Master of Ceremonies for the evening and acted as referee in these minor events, while in the final event W. Waters was referee and Mr. Logan timekeeper.

Both Newman and Smith appeared before the small audience in apparently the pink of condition, and in the first round Smith began with left leads on the head while Newman counted heavily on the body. Towards the end of the round Smith brought Newman to his knees, and on rising Newman beat his opponent to the ropes, the round ending about even.

In the second round there was much clinching and Newman was again beaten down, although he was getting home some solid rights. In the third, fourth and fifth rounds both combatants were showing signs of the punishment received, and Newman had a decided tendency to clinch.

In the sixth round the referee warned Newman against clinching and cautioned Smith for hitting in clinch.

Smith's left leads were dealt heavily about Newman's head, during the next two rounds. Newman kept playing solidly on Smith's body. Clinching was again frequent in the eighth round and the referee cautioned the pair. The ninth round was a very willing one, and Newman had to be again cautioned for hitting below the belt. Smith was still bestowing solid left leads and Newman was apparently watching for a knockout blow, but he was again brought to his knees just as the going sounded the end of the eleventh round. In the twelfth round Smith got a strong left home on Newman's jaw, bringing him again to the ground, where he stayed until counted out. Smith was therefore adjudged the victor.

FOOTBALL.

A Rugby practice game will be played at Happy Valley to-day by the members of the Hongkong Football Club, between the following teams. Kick-off, 4.45 p.m.

H. C. SANDFORD'S TEAM.—Macdonald, back; Maddaford, Leslie, Bateman, and Wolff, three-quarters; Hannay and A. N. Other, halves; Sandford, Rowley, Steen, Rogers, Hall, Bail, Dutton, Davidson, and Cumming, forwards.

H. F. CHARD'S TEAM.—Bourchier, back; Wakefield, Dixon, Long, and A. N. Other, three-quarters; Clark and A. N. Other, halves; Chard, Boyd, Hallifax, Murray, Hannon, Crofton, Davies, and Stover, forwards.

Sandford's team play in white; Chard's in colours.

THE ORPHEUS SOCIETY'S CONCERT.

The old Chamber of Commerce room at the City Hall is not particularly large perhaps, but it was well packed last night on the occasion of the first concert given by the Orpheus Society.

The programme opened with a part song (unaccompanied, as all the part songs were), Reay's "The Dawn of Day." The sopranos were Mesdames Murray Bain, Craddock, Hagen, Maitland, and Mitchell; the contraltos Mesdames Dealy, Gordon, and Peach; the tenors Messrs Edwards, Parker, and White; and the basses, Messrs. Austin, Benvis, Craddock, Schmidt, and Terrill. The voices blended well, and were particularly sweet in the pianissimo passages.

Item number two was a quintet, Davidoff's "Andante con moto from Clavier—quintet opus 40." The performers were Mr. F. C. Barlow (first violin) Mr. H. F. Hickman, (second) Miss Stillwell (viola) Mr. P. L. Miller (cello) and Mr. A. G. Ward (pianoforte). It was well played, even the most trying parts of a rather difficult piece; but the general effect was marred by the weakness of one of the violins.

Another part song followed, Smart's well known "Curfew." This "solemn and mournful" item seemed to put the performers more at home together, and an expressive rendition was managed.

Then Mrs. Gordon, for whose wonderful voice we have already expressed our admiration, sang Blumenthal's "Waly, waly, up the bank." This is one of Blumenthal's prettiest compositions, but it has not the range necessary to exhibit all this singer's power. In the final verse, however, we were able to recognise somewhat of Mrs. Gordon's splendid ability of attack, and the sweetness of her voice in the more trying transitions.

A "glee" followed, "When Allen-a-dale," by Pearsall. This was a very lively item, and its spirited rendering elicited much applause.

Now we had the pleasure of hearing Mr. W. E. Schmidt, a vocalist whose contributions to recent concerts we had somehow invariably missed. He sang "If thou wert blind," by Johnson, and fully justified the encomiums we had heard bestowed upon him. In this beautiful song, which should be oftener attempted by amateurs than it appears to be, Mr. Schmidt figured in splendid voice, his management of the slurs being most masterly. Responding to a well-deserved encore, Mr. Schmidt sang "when in this dull world care should attack you," a lively little song in praise of wine, into which the balladist imported plenty of spirit.

The part song which followed, "The Silent Land" by Gael, brought us to the interval. The second portion opened with "Good night, thou glorious sun," another of Smart's part songs, which sounded like a hymn. Davidoff's quintet, allegro molto, from Clavier—same opus as before—which followed, was a rather weak performance, the piano, as pianos too often do, appearing to think itself the whole show. It was certainly much more in evidence than the other instruments.

The third item was Hatten's "The Red Red Rose," which was perhaps the most pretty and pleasing part song of the concert.

Mrs. Maitland followed with a dainty song of German's, "Dafodils a-blowing," sung by a voice at once young, fresh, well trained, and with considerable power; but not gifted by Nature with the sweetest of tones. A very enjoyable item, however, and was encored. Mrs. Maitland obliging with "The Cuckoo." Leslie's part song "Daylight is fading," accorded a different style of music once more. It was very acceptably rendered. A cello solo by Mr. P. L. Miller, "Romanze" by Goldemann, was followed by a song and chorus "Go bye-bye (Fredericks)," which made an appropriate ending to a thoroughly enjoyable musical evening. The soloist in this item was Mr. G. H. Edwards, who acquitted himself with credit.

Music lovers should be grateful to Mr. A. G. Ward, the hard-working and able conductor; and to the committee, which consists of Messrs. Benvis, Edwards, and Ward.

SOCIETY OF ST. VINCENT DE PAUL.

The annual *Al Fresco Fete* in aid of the funds of this Society is advertised to take place on Sunday next, 6th instant, from 9 to 11 p.m., in the compound of the Roman Catholic Cathedral. This charitable association is, as is already known, doing a lot of good to the poor here in a quiet and unostentatious way. The following is a short *resumé* of the work of the Society for the past year which we have been asked to publish. Fifty-five families are enrolled, who receive a weekly allowance of provisions, besides a monthly cash allowance for medicine for the hospital in Wanchai. The Society also contribute to the support of the Orphanage under the care of the Christian Brothers, supplying shoes to the poor boys to enable them to attend school; also the Home for the Aged and Infirm in Wanchai, which is under the control of the Italian Sisters of Charity. Several payments of passage money were also made during the past year on behalf of various destitutes, who were desirous of seeking "fresh fields and pastures new." The average monthly expense of the Society is \$170, and as funds are now again required to continue the charitable work of the Society, the Committee hope to receive a share of the kind patronage of the charitably disposed public of this Colony in the Bazaar on Sunday next, for which purpose arrangements are being made for various stalls for the sale of needlework and fancy goods, toys, refreshments, sweets, etc. As in former years, the price of the admission ticket is \$1, and this entitles the holder to a small souvenir on the night of the *fete*.

SHANGHAI RACES.

SECOND DAY.

Yesterday was the second day of the Shanghai Races. We are again indebted to Mr. T. F. Hough, Secretary of the Hongkong Jockey Club, for the results.

NORTHERN CUP.

For China ponies. Value: Tls. 200; second: Tls. 50; third: Tls. 25. Entries: Mr. Fernando's Aethelwulf and Altheim; Mr. Argentin's Rocca; Mr. Scandypat's Flotsam and Alaska; Mr. Elm's Kinnell; Mr. Speeles's Superior; Mr. Kannek's Hokoku; Mr. Duplex's Cym; Mr. Clough's Inverness; Messrs. Taylor and Basse's White Squall; Mr. Henry Morris's Brownhead; Mr. Dryadust's Beaneke; Mr. Ellis Kadoorie's Somali and Effendi; Mr. Toeg's Otter and Irvine; Messrs. Toeg and Barley's Zambesi; Mr. Wingard's Algerine; Mr. Ernest's Tartare; Mr. Buxey's Marchal Niel Rose and La France Rose; Mr. John Peel's Set and Zodiac; Mr. Bruce Robertson's Gaffly; Mr. Q. Bee's Grey Wolf; Mr. Pitt's Malacca; Mr. Ammington's Terr; Mr. Partia's Caraluna; Mr. Willis E. Gray's Huron; Mr. R. B. Moorhead's Kestrel; Mr. Bonaccordi's Kelson; The Four Stars' Lyra; Mr. Oswald's Cadzow; Mr. Scandypat's Alaska ... 1
Mr. Dryadust's Beaneke ... 2
Mr. Fernando's Aethelwulf ... 3
A three-quarter mile race. Alaska covered the distance in 1 min. 33.5 sec.

CHINA CUP.

For China ponies, being griffins at date of entry. Value: Tls. 200; second: Tls. 50; third: Tls. 25. Entries: Mr. Moli's Flying Scud; Mr. Fernando's Edwy; Mr. Jolly's Dinkie; Mr. Buxey's Culvert, Patrimony and Cherry Ripe; Mr. Buxey's Salom; Mr. Elm's Killo; Mr. Toeg's Otter and Irvine; Mr. Toeg's Saynowt; Messrs. Common and Robson's Gratitude, The Limit and Good Idea; The Ring's Lancier and Aegon; Mr. Henry Morris's Redberry; Mr. Marius's Archipelago; Mr. Ellis Kadoorie's Selecto and Falcon; Messrs. Toeg and Speeles's Maas; The Columbia Stable's Cincinnati; Mr. Rennie's Don Pao; Messrs. Toeg and Barley's Rhone; Mr. Wingard's Woodstock; Mr. Adolphus's Vanguard; Mr. John Peel's Blackwood and Hollywood; Mr. Glenday's Expansion; Mr. Q. Bee's Varuna; Mr. Stubbs's Asphodel; Mr. Pitt's Contingency; Mr. Nephew's Schatzberger and Zeltiger; Mr. Paris-Brussel's Marasquin et Cie; Mr. Copenhagen's Nares; Mr. Capulet's Diplomat; Mr. Montauban's Casuar and Chasseur; Mr. Bonaccordi's Kachien and Kowan; The Four Stars' Nicholstar and Nimbus; Mr. Oswald's Honeyuckle, Out-o'-Sight and Blair Athol.

Messrs. Toeg and Barley's Rhone ... 1
Messrs. Common and Robson's The Limit ... 2
Mr. Stubbs's Asphodel ... 3
One mile. Time: 2 min. 11 sec.

SHANGHAI ST. LEGER.

For China ponies that have never been raced previous to 1st January, 1904. Value: Tls. 750; second: Tls. 150; third: Tls. 100. Entries: Mr. Fernando's Aethelwulf and Altheim; Mr. Scandypat's Alaska and Alverstone; Mr. Buxey's Culvert; Mr. Buxey's Vigilant; Mr. Elm's Kinnell; Mr. Clough's Red Silk; Messrs. Taylor and Basse's White Squall; Messrs. Common and Robson's Friendship; The Ring's Adonis; Mr. Henry Morris's Evening Star and Brownberry; Mr. Marius's Argente and Adour; Mr. Clough's Mongul; Mr. Ellis Kadoorie's Effendi; The Columbia Stable's Coriander and Cereops; Messrs. Toeg and Barley's Boyne and Zambesi; Mr. Wingard's Woodstock; Mr. Buxey's Coronet Rose and La France Rose; Mr. John Peel's Nithdale; Mr. John Gilpin's Silver Shoe; Mr. Bouton's Nightingale; Mr. Glenday's Expansion; Mr. Q. Bee's Grey Wolf and Development; Mr. Nephew's Minheimer and Rudelsheimer; Mr. Waverley's Monsoon; Mr. J. H. Lewis's Aladdin; Mr. Copenhagen's Nares; The Four Stars' Lyra and Cirrus; The Two O.B.'s Comanche; Mr. Neville's Jujutsu; Mr. Oswald's Cadzow and Honeyuckle.

Messrs. Toeg and Barley's Zambesi ... 1
Mr. Marius's Argente ... 2
Mr. Buxey's Coronet Rose ... 3
A mile-and-a-half. Time: 3 min. 51.4 sec.

BRITISH NAVY CUP.

For China ponies being griffins at date of entry. First prize: presented by the officers of His Majesty's Navy; second: Tls. 50; third: Tls. 25. Entries: Mr. Moli's Flying Scud; Mr. Fernando's Edwy; Mr. Spere's Sholt; Mr. Buxey's Culvert, Patrimony and Cherry Ripe; Mr. Buxey's Salom; Mr. Elm's Killo; Mr. Toeg's Otter and Irvine; Mr. Toeg's Saynowt; Messrs. Common and Robson's Gratitude, The Limit and Good Idea; The Ring's Lancier and Aegon; Mr. Henry Morris's Redberry; Mr. Marius's Archipelago; Messrs. Toeg and Speeles's Maas; The Columbia Stable's Cincinnati; Messrs. Toeg and Barley's Rhone; Mr. Wingard's Woodstock; Mr. Adolphus's Vanguard; Mr. John Peel's Blackwood and Hollywood; Mr. Glenday's Expansion; Mr. E. R. Gaertner's Golden Tip; Mr. Pitt's Contingency; Mr. Nephew's Schatzberger; Mr. Partia's Caraluna; Mr. Paris-Brussel's Marasquin et Cie; Mr. Copenhagen's Nares; Mr. Capulet's Diplomat; Mr. Montauban's Casuar; Mr. Bonaccordi's Kofco and Kachien; The Four Stars' Nicholstar and Nimbus; Mr. Oswald's Honeyuckle, Out-o'-Sight and Blair Athol.

The Ring's Lancier ... 1
Mr. Oswald's Blair Athol ... 2
Mr. Buxey's Salom ... 3
Seven furlongs. Time: 1 min. 53.5 sec.

SHANGHAI STAKES.

A forced entry of Tls. 5, with Tls. 100 added for all ponies entered at the meeting. First pony to receive 70 per cent., second 20 per cent., third 10 per cent.

The Four Stars' Sphero ... 1
Mr. John Peel's Polka ... 2
Mr. Buxey's Rare Rose ... 3
A mile and a half. Time: 3 min. 23.45 sec.

RACING STAKES.

For China ponies that have never been raced previous to 1st January, 1904. Value: Tls. 250; second: Tls. 50; third: Tls. 25. Entries: Mr. Fernando's Aethelwulf; Mr. Broom's Swiftsure; Mr. Scandypat's Alaska and Alverstone; Mr. Buxey's Culvert and Patrimony; Mr. Buxey's Vigilant; Mr. Elm's Kinnell; Mr. Kannek's Fairfield; Mr. Clough's Red Silk and Inverness; Messrs. Taylor and Basse's White Squall; Messrs. Common and Robson's Friendship and Gratitude; Mr. Robson's Mum; The Ring's Adonis; Mr. Henry Morris's Adour; The Columbia Stable's Coriander; Messrs. Toeg and Barley's Boyne and Zambesi; Mr. Buxey's Coronet Rose; Marchal Niel Rose and La France Rose; Mr. John Peel's Nithdale; Mr. Bouton's Nightingale; Mr. Glenday's Expansion; Mr. Q. Bee's Grey Wolf; Mr. Nephew's Rudelsheimer; Mr. Waverley's Monsoon; Mr. J. H. Lewis's Aladdin; Mr. Bonaccordi's Kelpie; The Four Stars' Lyra; Cirrus; Nicholstar and Nimbus; The Two O.B.'s Comanche; Mr. Oswald's Cadzow.

Mr. Buxey's Marchal Niel Rose ... 1
The Columbia Stable's Coriander ... 2
Mr. Henry Morris's Adour ... 3
A mile and a quarter. Time: 2 min. 46.25 sec.

LAMA BIAU STAKES.

Mr. Fernando's Jock Scott; Mr. G. H. Potts's Rebel King; Mr. Scandypat's Jetsam; Mr. Buxey's Matrimony and Sandover; Mr. Buxey's Reliance; Mr. Criterion's Jaggery; Mr. Speeles's Superior; Mr. Duplex's Cym; Messrs. Taylor and Basse's Blizzard; Mr. Robson's Mum; The Ring's Amphion; Mr. Dryadust's Beaneke; Mr. Charles's Mongul; Mr. Buxey's His Highness; Mr. Wingard's Vancouver and Algerine; Mr. Buxey's Rare Rose; Mr. John Peel's Polka; Mr. Bouton's Nightingale; Mr. Nephew's Minheimer; Mr. J. H. Lewis's Aladdin; Mr. Buxey's Meatschappi; Mr. Copenhagen's Totia; The Two O.B.'s Comanche and Wabeno; The Four Stars' Sphero and Lyra.

Mr. Dryadust's Beaneke ... 1
The Ring's Amphion ... 2
The Two O.B.'s Comanche ... 3
A mile and three quarters. Time: 4 min. 10.45 sec.

SYCKE STAKES.

For China ponies being griffins at time of entry. Value: Tls. 200; second: Tls. 50; third: Tls. 25. Entries: Mr. Moli's Foam; Mr. Fernando's Jock Scott; Mr. Buxey's Culvert; Patrimony and Cherry Ripe; Mr. Buxey's Salom; Mr. Elm's Killo; Mr. Toeg's Otter and Irvine; Mr. Toeg's Saynowt; Messrs. Common and Robson's Gratitude, The Limit and Good Idea; The Ring's Lancier and Aegon; Mr. Henry Morris's Redberry; Mr. Marius's Archipelago; Messrs. Toeg and Speeles's Maas; The Columbia Stable's Cereops and Cincinnati; Messrs. Toeg and Barley's Rhone; Mr. Wingard's Woodstock; Mr. Adolphus's Vanguard; Mr. John Peel's Blackwood and Hollywood; Mr. Glenday's Expansion; Mr. Q. Bee's Varuna and Development; Mr. Stubbs's Asphodel; Mr. E. R. Gaertner's Golden Tip; Mr. Pitt's Contingency; Mr. Nephew's Schatzberger and Zeltiger; Messrs. Paris-Brussel's Marasquin et Cie; Mr. Copenhagen's Nares; Mr. Montauban's Casuar; Mr. Bonaccordi's Kachien; The Four Stars' Nicholstar and Nimbus; Mr. Oswald's Honeyuckle, Out-o'-Sight and Blair Athol.

Mr. Stubbs's Asphodel ... 1
Mr. Copenhagen's Nares ... 2
Messrs. Common & Robson's Gratitude ... 3
A mile and a quarter. Time: 2 min. 48.25 sec.

SIOGAWEI PLATE.

For all China ponies. Value: Tls. 200; second: Tls. 50; third: Tls. 25. Entries: Mr. Fernando's Aethelwulf and Altheim; Mr. Scandypat's Alaska and Alverstone; Mr. Buxey's Culvert; Mr. Buxey's Vigilant; Mr. Elm's Kinnell; Mr. Clough's Red Silk; Messrs. Taylor and Basse's White Squall; Messrs. Common and Robson's Friendship; The Ring's Adonis; Mr. Henry Morris's Evening Star and Brownberry; Mr. Marius's Argente and Adour; Mr. Clough's Mongul; Mr. Ellis Kadoorie's Effendi; The Columbia Stable's Coriander and Cereops; Messrs. Toeg and Barley's Boyne and Zambesi; Mr. Wingard's Woodstock; Mr. Buxey's Coronet Rose and La France Rose; Mr. John Peel's Nithdale; Mr. John Gilpin's Silver Shoe; Mr. Bouton's Nightingale; Mr. Glenday's Expansion; Mr. Q. Bee's Grey Wolf and Development; Mr. Nephew's Minheimer and Rudelsheimer; Mr. Waverley's Monsoon; Mr. J. H. Lewis's Aladdin; Mr. Copenhagen's Nares; The Four Stars' Lyra and Cirrus; The Two O.B.'s Comanche; Mr. Neville's Jujutsu; Mr. Oswald's Cadzow and Honeyuckle.

Messrs. Toeg and Barley's Zambesi ... 1
Mr. Marius's Argente ... 2
Mr. Buxey's Coronet Rose ... 3
A mile and a quarter. Time: omitted

COAL AT CHANG-SHA.

The Central Mining Company at Chang-sha is now working a coal mine at Shui-kou Shan. The coal produced is of very good quality. Owing to the want of an experienced engineer the mine at Heng-chou has been closed by order of the new governor. It is believed that the company lost fully Tls. 50,000 in the enterprise and the workmen have been sent back to their homes.

POLICE COURT.

Wednesday, 2nd November.

BEFORE MR. F. A. HAZELAND (SECOND MAGISTRATE).

IMPERSONATION AND LARCENY.
Chau Kom was charged with impersonating a hukong at Yumtut, also with the larceny of a watch, chain and silver coin valued at \$7.50 from a prostitute. The first charge was withdrawn, but on the second count he was sentenced to 8 weeks' hard labour and in lieu of one week's labour defendant to be publicly exposed in the stocks for six hours.

LARCENY.
Two Naval Yard coolies for stealing 1 lb. of brass and some screws were sentenced to 20 days and six hours in the stocks.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

COMMANDERING A BROTHEL.
A French sailor, for taking charge of a brothel at Praya East, and threatening to knife an inmate, was fined \$22 and ordered to pay the woman \$3 compensation.

ASSAULT.
A French sailor was charged with assaulting a Chinaman, also with assaulting an Indian constable whilst in the execution of his duty. On the first charge he was fined \$5 with \$20 compensation and on the second charge the fine was \$15 with \$10 compensation.

PRESS MONEY.
An employee of The Hongkong Daily Telegraph who was helping himself to \$170 odd belonging to that office was sentenced to three months' imprisonment with hard labour.

THE COMPRADORE SYSTEM.

Mr. C. W. Campbell, the acting British Consul-General at Canton, makes the following comment in his report on the trade of the port for the year 1903:—

It is a remarkable fact that in Canton, the history of whose intercourse with foreign merchants is almost secular, there is not a single member of an important foreign firm who can converse with a native in decent Cantonese, or who can attempt to check a simple correspondence in Chinese writing. Throughout South China it is a rule, with few exceptions as far as I know, that no mercantile employee is expected to make any serious acquaintance with the speech of the people. It is not altogether that a knowledge of the spoken and written languages sufficient to carry on ordinary business transactions is difficult of attainment. It has been and is the custom to consider such a knowledge unprofitable because it is apt to pin a man down to the district where his acquirements are useful; and again, the compradore system, where, by all transactions are made through a Chinese intermediary, who more or less guarantees the credit of the Chinese party to a contract, is convenient and safe, and does away with the necessity of an intimate "knowledge of the country-side." It is evident that such a system must tie the merchant's hands. He is largely what his compradore or compradores make him, or wish him to be, and he has little power as a merchant to be anything else.

I am persuaded that the specialisation of trade must make this system in its present form impossible, and that a judicious encouragement of the acquisition of a working knowledge of Chinese should enter more largely than it does into the regular policy of British firms. In support of this view I can point to the success which of late years has followed the employment of foreign travelling agents, possessing Chinese knowledge, in pushing the sale of kerosene, sewing thread, soda, paper and cigarettes (to mention these articles only of which I have some personal knowledge) throughout the interior. If such inexpensive articles can bear the cost of special foreign agents, it is not unreasonable to conclude that any salable merchandise can bear it.

BRITISH RAILWAYS IN CHINA.

The necessity of doing something with our concessions may be illustrated, said the Times recently, by the case of the Hangchow line. This is to be an extension of the Shanghai, Nanking line. The latter is described as the most valuable concession of its kind in China, while its control in British hands is indispensable to the protection of our interests at Shanghai and in the Yangtze valley. We have had the preliminary contract since 1893, but the work has not yet been begun, and it is only after a strong remonstrance from our Minister that the obstructive attitude of Sheng Tsai-jen has been at last overcome and authority given for the issue of the bonds. But, though Sheng has done his best to retard the construction of the Nanking line, China has alleged this delay as a reason for refusing to discuss the final agreement for the Hangchow extension. The gentry of Chekiang have displayed an unexpected interest in the railway question. They have witnessed with concern the prospect of a British "monopoly" of concessions in that region, and they thought out—or adopted—an ingenious proposal to defeat it. In order to "balance the power" which we might ultimately acquire, they proposed to build a second line from Shanghai to Hangchow. They offered to subscribe half the capital themselves, and they made an agreement with a German firm to provide the other half. They do not seem to have placed implicit reliance in their German associates. They applied for and obtained a guarantee for the 2,000,000 taels which were to be provided by the German firm from Dr. Knappe, the German Consul-General at Shanghai. The project, we understand, has fallen through. Its history survives as an instructive warning of the dangers of delay in carrying out our concessions, and as a practical reminder that, while Germany claims for herself a special position in Shanghai, she also adheres to the contention—which Lord Salisbury repudiated in 1893—that the Yangtze region is still "unreservedly open" to her enterprise.

THE RAILWAY ROUND LAKE BAIKAL.

Lake Baikal has hitherto made a very troublesome break in the continuity of the great Siberian railway. This large sheet of water, one of the biggest lakes in the world, has had to be traversed by various means, according to the season of the year; by steam ferry, ice-breaker, and, when the ice was strong enough, by carriage; and finally, since the outbreak of war, by a railway laid on the ice. This line round the lake has been under contemplation from the outset, but the natural conditions of the country through which it had to pass offered a multitude of obstacles to the engineers, and several distinct plans have been under consideration. This should be taken as only applying to the section as far as Kulkuk, beyond which place the direction of the line was decided upon as early as 1899, whilst the former section could not be taken in hand till 1901. The railway was not expected to be ready before the beginning of next year, but the work has progressed so fast since the beginning of the war that it is now practically complete. Although water supply and the full complement of sidings allow of 14 trains per day in each direction, it was proposed to run only seven trains a day in each direction and to use the ferry, the arrangements for which have been improved, as a kind of auxiliary and reserve.

The line eventually chosen is the one proceeding from the station called Baikal to Kulkuk, and from thence to what is now the town of Mysowek along the shore of Lake Baikal. Proposals were made in favour of an alternative line passing over the elevated country between Irkutsk, which at places rises more than 2,000 ft. above the level of Lake Baikal, which is again some 2,000 ft. above the sea. Among the reasons why this plan was discarded were the heavy gradients, in some places over 17 per cent., and the unfavourable quality of the rock. The total length of the shore line which was eventually chosen is 243 versts, the calculated expenditure is 52,523,695 roubles, part of the aggregate expenditure including some works connected with the extension of the harbour at Tushet, which materially increases the capacity of the ferry traffic. The railway is thus the most expensive line ever built within the Russian Empire, and the one which has presented the most serious engineering difficulties, its building necessitating a large number of special constructions, such as tunnels, viaducts, &c. The coast of Lake Baikal, from the mouth of the river Angara to Kulkuk, a distance of some 80 versts, is very mountainous, the rocks in many places leaving but a narrow strip of foreshore, while in others they descend sheer into the lake, rising to a height of 1,000 ft. above the level of the water. These mountains are, besides, in many places intersected by awkward crevices and cliffs. On this section of the line there are no fewer than 32 tunnels, in addition to which there are 210 bridges, viaducts, special supports, &c. The railway, like a huge snake, crawls along the side or makes its way through the mountains in a variety of twists and bends, at one place having to cross an inlet of the lake. It has often been necessary to take special precautions against the falling upon the line of pieces of loose rock, as the mountains in this region have been much affected by volcanic eruptions. Water is apt to make its way into the tunnels from the same cause. The looseness of the rock in many places has also necessitated the breaking up of the tunnels to a far greater extent than was originally calculated. The amount of rock and earth work is enormous, the former even reaching the figure of 10,000 cubic sachsen (70,000 cubic feet) per verst.

The other section of the new line, from Kulkuk to Mysowek, runs over an entirely different kind of country and has in every respect been much easier to build, nor has there been any wavering as to its direction. Beyond Kulkuk the mountains on the whole recede further from the shore, leaving ample flat land for the railway, which, on the whole of this section, only passes one tunnel. On the other hand, several large streams have to be crossed, necessitating the building of bridges up to 500 ft. in length. The country is almost uninhabited, the mean temperature of the year is half a degree Centigrade of frost. The bridges are all built of stone and iron, as are the viaducts. The railway has the ordinary Russian gauge and only one line of rails, but the tunnels are constructed wide enough for a double track. The traffic, under ordinary circumstances, is calculated to comprise seven trains daily in each direction, a number which, however, as already mentioned, can be doubled. The maximum gradient is 8 per cent. (in the tunnels considerably less), and the smallest radius of curve is about 1,080 ft.

The whole of the railway round Lake Baikal has been built by contractors, and has not been split up in such small portions as was the Trans-Baikal Railway, nor partly built by the Government itself, as was also the case with portions of that line, and there is every reason to believe that it has been satisfactorily constructed.

SHIPPING NOTES.

STEAMER MOVEMENTS.
The Indo-China steamer *Laisang*, from Calcutta and the Straits, left Singapore for this port on the 1st Nov., at 6 p.m.
The Glen Line steamer *Glennet* left Singapore on the 1st Nov., and may be expected here on the 7th Nov.
The Boston Steamship Co.'s steamer *Shawmut* arrived at Victoria (B.C.) on the 1st Nov.
The P. & O. steamer *Perlin* left Singapore for this port on the 31st Oct., at 4 p.m.
MISCELLANEOUS.
The steamer *Telam* arrived from Palo-Sambo yesterday with 6,136 tons of bulk oil.
The *s.s. Caster* arrived from Cardiff yesterday with 1,638 tons of coal.
The *s.s. Andie Rickmers* arrived from Bangkok yesterday with 2,200 tons of rice.

ENLARGEMENTS

The best way to preserve your Pictures is to have them enlarged. Small prints are liable to be thrown about and thus made dirty or lost; while enlarged ones, framed and hung up, will last for ever, besides serving as decorations to the walls.

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ORDERS EXECUTED PROMPTLY AND PUNCTUALLY.

Hongkong, 1st November, 1904.

TELEPHONE 460.

[a1708]

KOWLOON CRICKET CLUB.

A meeting of the Kowloon Cricket Club was held at the Seamen's Institute, Kowloon, last evening. Dr. J. H. Swan presided, and a fair number of members were present. The meeting had been convened for the purpose of electing officers for the Club's first season, and passing the Rules.

THE RULES.

Mr. HAROLD AUSTIN (secretary pro tem.) read the proposed rules, which were approved with slight amendments.

There was some discussion about a rule read as follows:—All matters not specially provided for by these rules shall be left to the discretion of the general committee, whose decision shall be conclusive.

Mr. GOYNE STEVENS thought that this was not right. The committee should not be empowered to make rules as they liked.

Dr. SWAN said that small things cropped up, and it would be rather inconvenient to call a general meeting.

The matter was put to the meeting, with the result that Mr. Goynne Stevens carried his point. The rule was expunged.

THE OFFICERS.

Dr. SWAN was elected chairman (Applause). There was some difficulty about electing the officers. Mr. Austin desired to propose them *en bloc*, but this was found unsatisfactory.

It was suggested that Mr. P. W. Goldring or Mr. Lightfoot be asked to take the post of captain. A member, however, said that Mr. Goldring generally went away shooting on Saturdays.

Mr. LIGHTFOOT, of the Kowloon Docks, said it was no use asking anyone from the Kowloon Docks to accept such an office. It was quite uncertain as to when they could get away. Mr. CLELLAND proposed that Dr. Swan be asked to be Captain and Chairman.

Dr. SWAN said he did not mind being Captain but "Chairman" was not in his line. He was willing to be Captain if Mr. R. J. Macgowan accepted the post of Chairman. (Applause).

Mr. MACGOWAN said he was leaving the Colony shortly.

A Member—Well, until then.

Mr. MACGOWAN—No.

After some pressing Mr. Macgowan accepted the office and Dr. Swan was elected Captain.

Mr. Goynne Stevens was elected Hon. Secretary.

Mr. G. H. May was elected Hon. Treasurer.

Mr. H. M. Harrop was elected Vice-Captain.

The following general committee was elected:—Messrs. P. W. Goldring, Packham, Parkes and Lightfoot.

Mr. G. H. May thought that a Captain ought to be elected for the second eleven.

It was decided to leave this matter to the sub-committee, which will be elected by the committee.

THE GROUND.

It was mentioned that the Hon. P. N. Jones would receive a deputation, regarding the allotment to the Club of a piece of ground, next Friday. (Applause).

THANKS.

Mr. GOYNE STEVENS proposed and Dr. SWAN seconded that Mr. E. O. Osborne be awarded a vote of thanks for the support he had given, and had promised to give the Club (Applause). Mr. MACGOWAN proposed a vote of thanks to Dr. Swan for the work he had done in connection with the formation of the Club, and a vote of thanks to Mr. H. C. Austen for the work he had done as Hon. Secretary of the Club pro tem. (Applause).

ROUGH EXPERIENCES AT SEA.

Very bad weather is reported by arrivals from both north and west. The "Marty" s.s. *Hanoi* lost 400 pigs from exposure. The s.s. *Halaban*, bound from Shanghai to Foochow with a cargo of bulk oil, found the weather so rough that she came on to Hongkong. She is a small vessel of about 400 tons. The s.s. *Hop Sang* was four days overdue when she arrived from Saigon with a cargo of rice. At times she was able to make only one-and-a-half knots against the heavy seas and strong N.E. wind. Two or three passengers on board had a bad time. The extra heavy blow ought to have soon exhausted itself.

A sea captain from the north reports that during the bad weather several steamers were seen steaming in the direction of Port Arthur. "It was the only chance they had of evading the Japanese torpedo-boats."

CHESS.

Last evening, Mr. Falloon's team beat Mr. Pollock's at the Chess Club, two games to one.

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SCIENTIFIC MISCELLANY.

WATER-STERILIZING AT THE FAUCET—A REGISTERING SHIP'S COMPASS—GENTLENESS FROM RAW MEAT DIET—NEW DECORATIVE STONE—WINDMILLS IN CLIMATOLOGY—WINDS AND TEMPERATURE—ANOTHER ELECTRIC TRIUMPH—THE NEW TERRA COTTA.

The electro sterilizer of M. Otto is an attempt to solve the problem of ozonizing water at the home of the consumer. The apparatus includes a little box containing a transformer and an ozonator, with a commutator for reversing about 100 times per second if the current is continuous. The ozone generated passes through a filter of wadding to an ozonizer, where the water and ozone are energetically mixed before passing from the spigot. The ozonator may be connected to an ordinary lighting circuit, and the current required is about the same as for a simple incandescent lamp.

A simple method of recording a ship's course is that devised by Mr. W. Whitteman. The compass is provided with 360 electric contacts and is connected by nine wires with a registering apparatus, in which a strip of paper is moved forward one millimeter every second by clock-work. The paper is ruled with 360 lines, one for each degree. The registering pen always indicates the degree toward which the compass needle is pointing, and the line drawn shows the extent and time of every change of direction.

Old-time notions receive another rude shock from the strange theory of M. Housay, a French physiologist, that meat-eating—especially eating of raw meat—tends to impart gentleness instead of ferocity. His experiments were confined to fowls, part of which were fed on grain and part on raw meat, and the latter proved decidedly tamer and less combative.

The so-called canals of Mars have been reproduced by M. A. Barnaud, of Zurich, in the cracks and fissures appearing in cylinders and spheres subjected to great pressure.

Calcia, a substance designed to take the place of terra-cotta at half the cost, is prepared by dissolving 10 parts of alumina and 9 parts of feather alum in 30 parts of water, then adding 45 parts of burnt sulphate of calcium, 4 of sulphate of magnesia, and 2 of borax. The resulting paste is moulded as desired. When sufficiently hardened the mixture is placed in a stove at 60 deg. C., care being taken not to exceed this temperature, and to give it greater hardness and render it unalterable in the air it is afterward plunged into a hot bath of Carnauba wax and oil boiled with litharge, finally drying at 35 deg. For finishing with liquid enamel the surface is prepared by varnishing with sandarac in alcohol and sprinkling with powder of sandstone. The new material has much greater resistance to shocks than terra-cotta or plaster, is very light, is impervious to hot and caustic solutions, and offers great possibilities in interior and exterior decorative effects.

A novel chapter in the history of climatic changes is being read in windmills. The United States Consul at Bordeaux has reported that the windmill played an important part in the industries of his district during the Roman period and even much more recently. In several provinces windmill towers are still standing on sites that were evidently chosen to take advantage of wind currents no longer existing. In others, as in the Department of the Landes, which was practically a desert a century ago, reforestation has so modified the air movements of great areas that winds once reliable are now too weak and variable to be of use.

A curious method of utilizing deep and low grade coal seams has been proposed by M. P. Beau, a French engineer. He would sink two or more boreholes, connect them by cross-galleries, and would then force hot air down one hole to convert the coal into gas, which would be delivered at the other hole.

Study of an ancient bridge at Leucaea has convinced M. Ph. Négrier that the level of the Mediterranean is ten feet higher than it was 2,000 years ago.

It is well known that the winds have a decided influence upon temperature. The effects have been studied by Mr. William Marriott, Secretary of the Royal Meteorological Society, and are thus summarized for Great Britain. North winds depress the temperature at any time in the year. North-east winds do the same, except in summer, when their effect is small. East winds lower the temperature decidedly in winter, but generally raise it in summer. South-east winds have nearly the same effect, but less marked in winter. South winds raise the temperature much in winter, little in summer. South-west winds have nearly the same influence. West winds raise the temperature much in winter, and lower it in summer. North-west winds generally lower the temperature, but most in summer.

Great success in the treatment of chronic articular rheumatism by electricity is claimed by Prof. Seeligmüller, a European specialist. Around the joints is used a metallic brush

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Produces soft, fair, delicate skin, heals all cutaneous eruptions, and insures a lovely delicate complexion to all who use it. 2/6, 4/6 of Stores and Chemists.

electrode, which is connected with the negative pole, the positive pole being attached to a flat sponge electrode. Little dots cover the skin after each sitting. The application is painful, but is easily endured after a little time.

Last autumn a study of bird migrations was made by Mr. Eagle Clarke at the Kentish Lightship in the English Channel. It appears that the migrations chiefly depend upon temperature, and the advent of cold weather suddenly arouses the instinct to migrate, regardless of storm and wind. The direction of the wind has little or no influence.

For nearly two years a six-mile cable insulated with artificial gutta-percha has been tested between the island of Fohr and Schleswig. The material is a mixture of rubber and palm oil, and the cables, said to have been perfectly satisfactory thus far, cost 30 per cent. less than those covered with gutta-percha.

RUSSIAN COAL CONTRACTS.

A Cardiff correspondent of a Home paper said—Considerably over 100,000 tons of Welsh coal have now been booked to Russian order for delivery during October, and it is probable that within the next week this vast amount may be considerably augmented. Many large German steamers are now at Cardiff awaiting cargoes of coal, which are to leave the port under sealed orders. Everything, however, is in a state of indecision, even the Russian agents themselves being unable definitely to indicate when the shipments will take place. The fulfilment of all the October contracts, it is stated, depends entirely on the movements of the Baltic Fleet, and, pending definite information, three large German colliers which left Cardiff a week or two back with coal to Russian order are hung up at Las Palmas awaiting further instructions. The contracts for October so far booked do not comprise what is known as first grade Admiralty Welsh steam coal—in fact, the orders go through almost the entire range of grades, with but few exceptions. No considerable cargoes for November and December deliveries have yet been placed, and it is said that the Russian agents themselves are in somewhat of a quandary, owing to the uncertainty which prevails, even in official circles, as to the movements of the Baltic Squadron. In any event, Cardiff shippers are hopeful that the October orders will at least be equalled, if not exceeded, in the succeeding months.

FOOTBALL IN JAPAN.

Football is undoubtedly a game to which foreigners take kindly. The growth of the sport in France has greatly impressed English sportsmen who have played there. Within a few years Frenchmen have acquired a degree of skill which, added to their natural keenness and impetuosity, has made them formidable opponents. From a short article in the current number of the *Capital*, by an Englishman at the Keiojuku University, Tokyo, we learn that football has begun to take root in Japan. This writer, Mr. E. B. Clark, introduced the game about four years ago, and the students, as he says, took to it like babes to their bottles. From the national physique of the Japanese, we should imagine that they would play a fast game, relying more on their activity than on strength and weight. The weight of the English team at Yokohama, the principal opponents of the Keiojuku University, has so far proved too much for the Japanese. One very interesting item of news is contained in Mr. Clark's article. It seems that after the first match with the Englishmen of Yokohama, the defeated team passed a solemn resolution in the train, to the effect that, "seeing that our present mode of squinting on our heels has a tendency to prevent the growth of our legs, we, for the sake of future generations, when we are married men and fathers, shall insist on our wives and children sitting on chairs." Thus does football assist the march of civilization.

SIR C. DILKE AND RUSSIAN RAIDERS.

Sir Charles Dilke, M.P., speaking at Ledbury last month, referred to the questions of International Law affecting British shipping which were raised in connection with the present war. He said that he could not agree with those who thought that matters had even now been placed on a fairly satisfactory footing. He did not know what defence could be made for our apologies to Germany during the South African War in the cases of the *Herzog* and the *Bundesath*, and for the payment of compensation and gift of gold plates to the Russian Privy Councillor who decided against us if there were to be any show of consistency in our present apparent acceptance of a very different view. We now seemed to be content that British ships should be stopped anywhere in the world in order to be searched for supposed contraband named in a widely extended list, and such as was carried innocently in almost every British merchant ship sailing the seas. In the German case we seemed to have admitted the principle of local limit to the search for contraband. Almost all ships engaged in every trade in all parts of the world had in their cargo some food, some coal, some machinery, or some iron, and the claim now set up was virtually one to so hamper as to destroy any branch of our trade at will.

FORMER COLONIST ON NAVAL STATIONS.

The following letter, by Mr. Edward L. O'Malley, of Oudeston, Oxford, appeared in the *Times* last month—

Sir—What the relations of the Admiralty to the War Office with regard to the fortification and protection of our naval stations abroad may have been during the last few years I do not know to say; but as a resident for some time in Hongkong and Singapore I know that the line always taken by naval officers when discussing the question on the spot was in strict accordance with the attitude which Sir Ralph Knott attributes to the Admiralty. Big guns and big forts, the latter often monopolizing the best sites for city extension and the raising of local military forces and local military contributions was always being impressed upon the commercial community, with the assurance that in case of war they must depend upon themselves, as the naval policy in such an event would be for all her Majesty's ships at once to put out to sea, each ship in pursuit of or for the observing of one of the enemy's ships, leaving the dockyards and the colonists to the care of the local forces. I am sure that anyone who lived in either of the two colonies above mentioned for any length of time between 1880 and 1895 would confirm this.

THE CHANGE IN CHANG CHIH-TUNG.

A Peking correspondent states that Viceroy Chang Chih-tung of Wuhan has lately sent up a long memorial to the Throne criticizing in hostile and strong language a memorial of Sir Robert Hart to the Throne with regard to the raising of funds by the imposition of a uniform and moderate land tax throughout the Empire, a translation of which was made and published in the *N. C. Daily News* a few months ago. It will also be remembered, says the well-informed "native notes" writer in that journal, that the land tax suggested by Sir Robert provided amongst other good things sadly needed in China, ample salaries for all civil and military officials of the country, which measure alone ought to have been welcomed by all Chinese who sincerely desired the advancement of their country. It would, however, appear that the old Viceroy's suspicious nature and his lately developed anti-foreign prejudices which he likes to call patriotism, have made him so blind to the interests of his country as to hint in his memorial that the suggestions of Sir Robert Hart were harmful to the Empire and practically intended to extend the radius of the British sphere in the Yangtze Valley. As the tax is meant for the whole Empire it is hard to understand why the Viceroy specially makes a point of the Yangtze Valley, whereas if his arguments meant anything, the sphere of influence he fears ought to stretch to the very confines of the Chinese Empire.

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NOTICE TO KOWLOON RESIDENTS.

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Hongkong, 22nd December, 1902.

ARE YOU RUN DOWN AND WEAK?

BILE BEANS WILL SET YOU UP LIKE MAGIC.

When a clock is run down it has no longer any energy or driving power and it cannot go. It is no use then until it is wound up and put in order. When the human body has lost tone and become run down, Chas. Ford's Bile Beans will tone it up, restore its energy, and put it in perfect working order again. Thousands of persons become run down, weak, and ailing, without knowing the cause of their malady, and they try a vast number of remedies which bring them no relief. Then they lose hope, become melancholy and pine away under the impression that they are afflicted with some mysterious and incurable disease. That is a fatal error. Weakness and loss of tone arise entirely from disorder of the liver and digestive organs. When these organs are toned up and put in order—as they are by Bile Beans—the depression and weakness pass away and both body and mind regain their natural health and activity. Disorder of the liver and digestive organs may, in the first instance, arise from errors of diet, from sudden chills, from exhaustion caused by excessive heat, or from other causes, but in any case the most certain remedy is Chas. Ford's Bile Beans which, by correcting the disorder of these organs, at once remove the cause of many maladies. Bile Beans are absolutely free from any trace of animal or mineral substance, being purely vegetable in composition.

Mr. John Thos. Ackroyd, of Dyson Street, Laigh Shaw Road, Halifax, England, is a yarn scourer employed in one of the great mills of Yorkshire, and in the course of his employment was exposed to extreme heats and colds, often working for hours in an atmosphere of steam, or in hot rooms while wearing damp clothing. He became run down, and this is what he says of his cure by Bile Beans—

"I began to suffer from debility, and I became altogether run down. At times I was racked with pains in my back and head and side. You may guess what I had come to when I tell you that my wife had to lift me up in bed and that I could not put on my own clothes! Of course, I could not do any work, my appetite left me, and I always felt weary and fagged. At the same time I could not sleep. People used to say to me 'You look like death!' I was bothered with pimples too and had a large boil under my arm. The doctor said I was completely run down. We got a little book one day telling about Chas. Ford's Bile Beans for Biliousness, and I sent my wife for a bottle. I went on taking them straight away and in a short time I was worlds better. My back, which had given way, got stronger; and I began to feel better all round. Then I got back my appetite and began to enjoy and be able to digest my food. Bit by bit I improved until I had no need to take any more medicine. I am in grand condition, better than I ever before remember having felt and I am quickly putting on flesh. There is no doubt my cure was brought about entirely through Chas. Ford's Bile Beans, and I shall always recommend them to sufferers." Charles Ford's Bile Beans for Biliousness are a cure for indigestion, anemia, weakness, female ailments, heat, fatigue, neuralgia, lumbago, rheumatism, debility, palpitation, pains in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions and all ailments having a common origin in impurity of blood, a general congestion of the system and loss of vital force. Of all Chemists and medicine vendors. Price 75 cents (Mex.) per bottle. [2010—2]

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Hongkong, 19th July, 1904. 161

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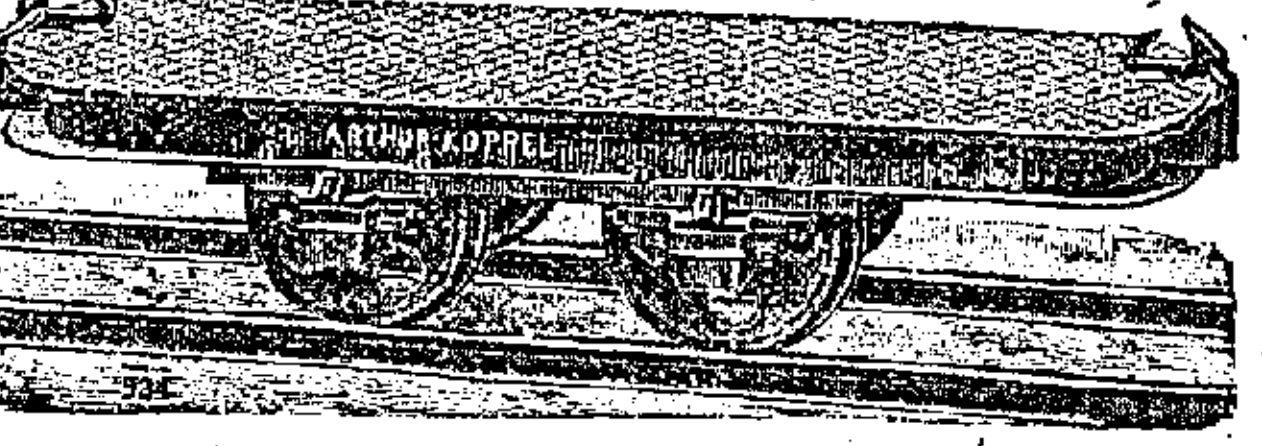
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Hongkong, 1st October, 1904. a333

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Hongkong, 26th April, 1904. 111

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All descriptions of GRANITE AND MARBLE FOR EXPORT. Dealers in GRANITE AND MARBLE MONUMENTS. Prices & Estimates on Application. No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899. 12458

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For comprehensive and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects of machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Pundi pronunciations are given, the accents being carefully marked on the principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

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SHIPPING.

ARRIVALS.
CANTON, Norwegian str., 7 4, Joh. Martin, 2nd Nov.—November—Canton 10th Sept. Coal—Order.
DARFANUS, British str., 2,992, J. Malheuch, 2nd Nov.—Liverpool and Singapore 27th Oct.—General—Butterfield & Swire.
HAITAN, British str., 1,183, Roach, 2nd Nov.—Foolchow 30th Oct. Amoy 31st, and Swatow 1st November, General—Douglas Lapraik & Co.
HANOF, French str., 737, P. Merlees, 2nd Nov.—Haiphong 30th Oct. and Hanoi 1st Nov.—Pigs and General—A. R. Marly.
LAETES, British str., 1,351, J. B. Jackson, 2nd Nov.—Saigon 25th Oct. October, Meat—Cheng.
MACHREW, German str., 880, H. Harjes, 2nd Nov.—Bangkok 23rd Oct. and Swatow 1st Nov.—Rice and Lumber—Butterfield & Swire.
TELENA, British str., 3,124, H. Carter, 1st Nov.—Singapore 25th Oct., Petroleum in Bulk—Arnhold, Karberg & Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 2nd November.
Changchow, British str., for Amoy.
Amsu, British str., for Chilo.

DEPARTURES.
 2nd November.
ARRATON, British str., for Celestia.
AUCHENBURN, British str., for Kutchinotzu.
HAIBOOK, British str., for Tamsui.
HAIBOOK, Dutch str., for Amoy.
HONGKONG, British str., for Amoy.
HONGKONG, British str., for Kobe.
UNSAW, British str., for Kobe.
PROVIDENCE, Norwegian str., for Amoy.
RAZABUR, German str., for Bangkok.
TARTAN, British str., for Vancouver.
WHAMPOA, British str., for Shanghai.

VESSELS IN DOCK.
 2nd November.
APPROVED DOCKS.—Liber, U.S.S. Pothamer, Soffia, H.M.S. Virago, Long Tang, Argus, Empress of India, Mohit, Cosmopolitan Dock—Derwent, Chantier, Taishan.

VESSELS PASSED ANJER.
 Oct. 13, British str., *Berlin*, Malenby, Oct. 13, from Batavia for Tjilatjap.
 Oct. 14, Dutch str., *Bogor*, van der Putte, Aug. 23, from Rotterdam for Batavia.
 Oct. 17, British str., *Islander*, Wright, Oct. 15, from Christmas Island for Singapore.
 Oct. 18, German str., *Bergdorf*, Sager, Oct. 17, from Tjilatjap for Batavia.
 Oct. 19, British str., *Ras Elba*, Aug. 13, from Barry for Manila.
 Oct. 19, Dutch str., *Sindora*, Guthrie, Oct. 19, from Batavia for Rotterdam.
 Oct. 21, British str., *Crusley*, from Hongkong for Darben.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.
 The Company's Steamship

"HAITAN."
 Captain Roach, will be despatched for the above ports TO-MORROW, the 4th inst., at 10 A.M.
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 Hongkong, 2nd Nov. 1904. 2587

FOR SINGAPORE, PENANG AND CALCUTTA.

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 Hongkong, 31st October, 1904. 2574

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

THE Steamship

"KENNEBEC"
 will be despatched as above on or about the 12th inst.
 For Freight or further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
 Oriental Freight Department.
 Hongkong, 14th October, 1904. 2439

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER."
 Captain McIntosh, will be despatched as above on or about the 18th inst.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
 Agents.
 Hongkong, 22nd October, 1904. 2499

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS ISSA."
 Captain R. Porrett, will be despatched for the above port on 20th January, 1905.
 For Freight, apply to
SEWAN, TOMES & CO.,
 General Agents.
 Hongkong, 2nd November, 1904. 2583

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, E.C. VIA PORTS OF CALL	COROMANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	On 5th inst., at Noon.
LONDON & ANTWERP, VIA SINGAPORE, &c.	MANILA	Brit. str.	1 m.	H. G. H. Lowell, R.N.R.	P. & O. S. N. Co.	About 3th inst.
LONDON, AMSTERDAM & ANTWERP	MACHAON	Brit. str.	—	McIntosh	GIBB, LIVINGSTON & CO.	About 19th inst.
LONDON & ANTWERP	BENALDER	Brit. str.	1 m.	T. G. Steves	BUTTERFIELD & SWIRE	On 22nd inst.
LONDON, AMSTERDAM & ANTWERP	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th Dec.
AMSTERDAM, LONDON & ANTWERP	TELEMACHUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th inst.
AMSTERDAM, LONDON & ANTWERP	DIONIS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th inst., at Noon.
MARSEILLES & LONDON	PRINCESS ALICE	Ger. str.	—	P. Wettin	MELCHERS & CO.	To-morrow.
BREMEN, VIA PORTS OF CALL	SLAVONIA	Ger. str.	k. w.	Schulke	HAMBURG-AMERICA LINE	On 19th inst.
HAVRE & HAMBURG	SLAVONIA	Ger. str.	k. w.	Madsen	HAMBURG-AMERICA LINE	On 25th inst.
HAVRE, BREMEN & HAMBURG	SLAVONIA	Ger. str.	k. w.	Schnefeldt	HAMBURG-AMERICA LINE	On 13th Dec.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	k. w.	Jaburg	HAMBURG-AMERICA LINE	On 27th Dec.
HAVRE & HAMBURG	SENEGAMBIA	Ger. str.	k. w.	Forst	HAMBURG-AMERICA LINE	On 11th Jan.
HAVRE & HAMBURG	ARMENIA	Ger. str.	k. w.	von Helt	HAMBURG-AMERICA LINE	On 25th inst., P.M.
HAVRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	k. w.	Jerabovich	BUTTERFIELD & SWIRE	On 22nd inst.
TRIESTE, &c. VIA SINGAPORE, &c.	MARIA VALERIE	Aus. str.	—	R. Day	BUTTERFIELD & SWIRE	On 20th Dec.
GENOA, MARSEILLES & LIVERPOOL	AGAMEMNON	Brit. str.	1 m.	—	STANDARD OIL CO.	About 12th inst.
GENOA, MARSEILLES & LIVERPOOL	KENNEDY	Brit. str.	—	—	DODWELL & CO., LD.	On 20th Jan.
NEW YORK, VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	—	R. Porrett	SEWAN, TOMES & CO.	On 25th Dec.
NEW YORK VIA SUEZ CANAL	RAS ISSA	Brit. str.	2 m.	R. Archibald	CANADIAN PACIFIC R. CO.	On 28th Dec.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 30th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 17th Dec.
VICTORIA (B.C.) & SUEZ VIA NAGASAKI, &c.	KREMONA	Brit. str.	—	G. D. Morrison	DODWELL & CO., LIMITED	On 19th inst., at Daylight.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TEXAN	Brit. str.	—	Bahle	BUTTERFIELD & SWIRE	On 16th inst.
PORTLAND, OREGON	ARABIA	Brit. str.	1 m.	Brown	BUTTERFIELD & SWIRE	On 16th inst., at Noon.
AUSTRALIAN PORTS	TSWAN	Brit. str.	—	P. T. Helms	R. & O. S. N. Co.	About 13th inst.
AUSTRALIAN PORTS	EMPIRE	Brit. str.	—	H. E. Kitch, R.N.R.	NIPPON YUSEN KAISHA	On 8th inst., at 4 P.M.
YOKOHAMA, VIA SHANGHAI, MOI & KOBE	CANDIA	Brit. str.	—	Leslie	BRADLEY & CO.	On 5th inst., at 4 P.M.
NAGASAKI, KOBE & YOKOHAMA	MANICA	Brit. str.	1 m.	J. Haydon	BUTTERFIELD & SWIRE	To-day.
KOBE (DIRECT)	KANSU	Brit. str.	1 m.	W. Badgley	GIBB, LIVINGSTON & CO.	On 5th inst.
CHEFOO, NEWCHOW & TIEN-SIN	SOPALA	Brit. str.	—	G. A. Shepherd	JARDINE, MATHESON & CO.	On 6th inst., at Daylight.
CHEFOO & DURBAN	KWONGSANG	Brit. str.	1 m.	Lake	P. & O. S. N. Co.	About 4th inst.
SHANGHAI	CHUAN	Brit. str.	1 m.	H. W. Kendrick, R.N.R.	BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	SUNGKANG	Brit. str.	1 m.	Robinson	SEWAN, TOMES & CO.	On 5th inst., at 10 A.M.
AMOI, MANILA, CEBU & ILOILO	RUBI	Brit. str.	—	R. W. Almond	OSAKA SHOSHEN KAISHA	On 9th inst., at Daylight.
FOCHOW, VIA SWATOW & AMOI	TRIUMPH	Jap. str.	—	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	On 6th inst., at Daylight.
TAMUI, VIA SWATOW & AMOI	PRINCE OF WALES	Jap. str.	—	T. Brandt	OSAKA SHOSHEN KAISHA	On 13th inst., at Daylight.
TAMUI, VIA SWATOW & AMOI	M. STRUVE	Brit. str.	—	Roach	DOUGLAS LIPRAIK & CO.	To-morrow, at 10 A.M.
SWATOW, AMOI & FOCHOW	HAITAN	Brit. str.	2 m.	Weigall	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th inst.
MANILA	TEAN	Brit. str.	—	E. Rodger	SEWAN, TOMES & CO.	On 12th inst., at 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	—	T. W. Gardick	DODWELL & CO., LD.	About 2nd Jan.
MANILA	SHANTUNG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 7th inst.
SAMARANG & SOULABAYA	HINSANG	Brit. str.	1 m.	W. E. Sawyer	JARDINE, MATHESON & CO.	To-morrow, at Noon.
SINGAPORE & SOULABAYA	GRAND AYPOAR	Brit. str.	1 m.	J. G. Olfert	DAVID SASSOON & CO., LD.	On 8th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	MAZAGON	Brit. str.	—	W. H. S. Hall	P. & O. S. N. Co.	About 12th inst.
SINGAPORE, COLOMBO & BOMBAY	ISCHIA	Ital. str.	—	Maganzini	CARLOWITZ & CO.	On 12th inst., at Noon.
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SEGOVIA	HAVRE and HAMBURG (Calling at Singapore, Penang and Colombo)	On 29th Nov. Freight.
SENEGAMBIA	HAVRE and HAMBURG (ex NUNBERG) (Calling at Singapore, Penang and Colombo)	On 13th Dec. Freight.
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FOR SHANGHAI

STEAMERS

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REMARKS

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BOMBAY

YOKOHAMA, VIA SHANGHAI

HAIR, MOJI and KOBE

(Passing through the Inland Sea)

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Hongkong, 29th October, 1904.

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ROYAL MAIL STEAMSHIP LINE.

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CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

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"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

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SUBJECT TO ALTERATION.

FOR

TAMUI, VIA SWATOW

AMOI

FOCHOW, VIA SWATOW

AMOI

TAMUI, VIA SWATOW

AMOI

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 24th October, 1904.

T. ARIMA, Manager

[15]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

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1904

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FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HUMBATA PORTS.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DARDANUS"	On 1st November.	
GLASGOW and LIVERPOOL	"DIOMED"	On 13th November.	
GLASGOW and LIVERPOOL	"NINGCHOW"	On 20th November.	
GLASGOW and LIVERPOOL	"KEEMUN"	On 28th November.	

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES and LONDON	"ULYSSES"	On 5th Nov., Noon.
LONDON, AMSTERDAM and ANTWERP	"MACHAON"	On 12th November.
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
GENOA, MARSEILLES and LIVERPOOL	"DARDANUS"	On 20th December.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 30th November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1904.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO, NEWCHANG & TIENTSIN	"KANSU"	On 3rd November.
AMOI, MANILA, CEBU and ILOILO	"SUNGKIANG"	On 4th November.
SAMARANG & SOERABAYA	"SHANTUNG"	On 7th November.
MANILA	"TEAN"	On 8th November.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 16th November.

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified
Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1904.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SINGAPORE and SOERABAYA	"HINSANG"	Friday, 4th Nov., Noon.
* MANILA	"LOONGSANG"	Friday, 4th Nov., 4 P.M.
† SHANGHAI	"KWONGSANG"	Sunday, 6th Nov., 8 P.M.

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.
‡ For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 29th October, 1904.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
TEXAN	8,615	G. D. Morrison	Saturday, December 17th
TREMONT	9,606	T. W. Garlick	January 10th
LYRA	4,417	G. V. Williams	February 9th
PLEIADES	3,753	Purinton	March 4th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT	9,606 tons.	T. W. Garlick	About 2nd January.
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CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very
superior accommodation for First and Second Class Passengers. The large size of these vessels
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo
carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 24th October, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA THE INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL AT DATE
"ARABIA"	4,488	Bable	November 19th, 1904.
"ARAGONIA"	5,198	Schmidt	December 13th, 1904.
"NICOMEDIA"	4,370	Wagner	January 9th, 1905.
"NUMANTIA"	4,370	Brehmer	January 25th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

ALLAN CAMFRON, GENERAL AGENT.

Hongkong, 14th October, 1904.

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.
The following chartered steamers will run at intervals of about 3 weeks—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTNEY"	Captain J. W. Macfarlane.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "KIDAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. B. Cox.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Craven.
S.S. "INDRAVELLI"	Captain H. G. Porter.

The S.S. "SOFALA" will be despatched for Chefoo and Durban on 5th inst.

For Freight, apply to

GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 20th October, 1904.



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
COLOMBO, BOMBAY, KARACHI,
ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the Brazils,
to South Africa, Persian Gulf, Red
Sea, Black Sea, Levant, Venice and
Adriatic Ports.)

THE Company's Steamship

"MARIA VALERIE,"
Capt. Barbieri, will be despatched as above
on FRIDAY, the 23rd inst., P.M.
For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.

Princes Buildings,
Hongkong, 2nd November, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED.
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"
FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—
From London, &c., ex s.s. "Persia."
Optional Goods will be landed here unless
instructions are given to the contrary before
2 P.M., To-day, the 23rd inst.
Goods not cleared by the 3rd prox., at 4 P.M.,
will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the Go-
downs for examination by the Consignees and
the Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 28th October, 1904.

OCEAN STEAMSHIP COMPANY,
LIMITED,

CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"YANGTZE,"
are hereby notified that the Cargo is being
discharged into Craft, and/or landed at the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd., where in both
cases it will lie at Consignees' risk. The Cargo
will be ready for delivery from Craft or Godown
on and after the 30th instant.

Optional cargo will be landed, unless notice
has been given prior to steamer's arrival.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined at 11 A.M., on the 4th prox.

No Claims will be admitted after the Goods
have left the steamer's Godown, and all Goods
remaining undelivered after the 4th prox., will
be subject to rent.

All Claims against the Steamer must be
presented to the undersigned on or before the
7th prox., or they will not be recognised.
No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th October, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamer

"GREGORY APCAR,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M., of the
3rd November, will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

Consignees of Cargo from SINGAPORE
and PENANG are requested to take IM-
MEDIATE delivery of their Goods from
alongside, such Cargo impeding the dis-
charge of the Vessel will be landed and stored at
Consignees' risk and expense.

Bills of Lading will be countersigned by the
undersigned.
No Fire Insurance has been effected.
DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 31st October, 1904.

NOTICE TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANT-
WERP AND LONDON.

THE Steamship

"MONMOUTHSHIRE,"
Captain G. E. Warner, having arrived from
the above ports. Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, at Kowloon, and stored at Consignees'
risk and expense.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 8th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th inst., at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 1st November, 1904.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are
prepared, during suspension of their
Trans-Pacific Service and until further notice
to book cargo and issue Bills of Lading to
SEATTLE, WASH., VICTORIA, B.C., and
PACIFIC COAST PORTS, also to OVER-
LAND POINTS in the UNITED STATES
and CANADA in connection with the GREAT
NORTHERN RAILWAY from SEATTLE,
as hitherto, by the steamers of the NORTHERN
PACIFIC S.S. CO., BOSTON STEAMSHIP
and TOWBOAT CO.'S, OCEAN S.S. CO.,
and CHINA MUTUAL S.S. CO.

For further particulars, apply at the
Company's Local Branch Office in Prince's
Building, First Floor, Chater Road.
A. S. MIHARA,
Manager.

Hongkong, 20th May, 1904.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS IN 2 SECONDS.
SIEMSEN & CO.

Hongkong, 3rd October 1904.

SHIPPING IN PORT.

STEAMERS.

AGINCOURT, British str., 2,876, H. T. Worsnop,
Hainan Island 1st Oct.—Gillman & Co.
ANDRE RICKMERS, German str., 1,020, H.
Kohn, 1st Nov.—Bangkok 23rd Oct., Rice
and Rice Meal.—Norddeutscher Lloyd.

BAWRY, British str., 1,643, Shotton, 22nd
October.—Labuan (Borneo) 15th Oct., Coll.
—Order.

BELGIAN KING, British str., 2,153, Hayton,
22nd Oct.—Kutchinotsu 16th Oct., Coal—
Dodwell & Co.

BINH THUAN, French str., 983, Ribault, 15th
October.—Samarang 29th Sept., Sugar—
Bradley & Co.

CHANGCHOW, British str., 1,205, Monkman,
1st Nov.—Canton 31st Oct., General—
Butterfield & Swire.

CHWENSHAN, British str., 1,221, B. S. Lawlor,
29th Oct.—Saigon 24th October, Meal—
Bradley & Co.

CRUIS, British str., 2,214, Simmons, 29th Oct.,
—Hangoon 12th Oct., and Singapore 19th,
Rice—Dodwell & Co., Ltd.

ELE, Norwegian str., 708, Christopherson, 30th
Sept.—Iloilo 26th September, General—
Sander, WIELER & Co.

EXPRESS OF INDIA, British str., 3,032, R.
Archibald, s.s.s., 26th Oct.—Vancouver
3rd October and Shanghai 23rd, Mails and
General—P. E. & Co.

GALLIC, British str., 2,691, Wm. Finch, s.s.s.,
29th Oct.—San Francisco 1st Oct., Hon-
olulu 8th, Yokohama 21st, Kobe 22nd, Naga-
saki 24th and Shanghai 28th, Mails and
General—O. & O. S. N. Co.

GREGORY APCAR, British str., 2,961, J. G.
Olliff, 31st Oct.—Calcutta 15th Oct. and
Straits 26th, French Mails and General—
David Sassoon & Co.

HINSANG, British str., 1,536, W. E. Sawyer,
24th Oct.—Sourabaya 13th Oct., Sugar—
Jardine, Matheson & Co.

KANSU, British str., 1,421, W. Baddeley, 1st
November.—Canton 31st Oct., General—
Butterfield & Swire.

KARIN, Swedish str., 697, G. Patterson, 7th
Oct.—Saigon 1st October, Rice—Sander,
WIELER & Co.

KIKUBU, British str., 2,275, W. J. Dermody,
29th Oct.—Cardiff 19th Sept., Coal—
Admiralty.

LILA, British str., 1,834, E. Morris, 28th Sept.,
—Saigon 23rd Sept., General—Chinese.

LISA, Swedish str., 998, H. Horn Dahl, 30th
October.—Moji 24th Oct., Coal—M. B.
Kaisha.

LOONGSANG, British str., 1,082, I. Weigall,
31st October.—Manila 23rd Oct., General—
Jardine, Matheson & Co.

LOOSOK, German str., 1,920, Schultzen, 18th
October.—Swatow 17th Oct., Rice—Butter-
field & Swire.

MATHILDE, German str., 678, G. Schalkier,
31st Oct.—Touane 26th Oct.—Hobow
26th, Coal and General—Jensen & Co.

MANCINI, British str., 3,000, J. S. McGregor,
30th Oct.—Wahai 23rd Oct., Ballast—
Naval Stores Office.

MONMOUTHSHIRE, British str., 4,296, G. E.
Warner, 1st Nov.—Singapore 23rd Oct.,
General—Shewan, Tomes & Co.

M. S. DOZAR, British str., 2,674, A. Gab, 23th
October.—Kutchinotsu 21st Oct., Coal—
Arachid, Karberg & Co.

RUHL, British str., 1,611, K. W. Almond, 31st
October.—Manila 29th October, General—
Shewan, Tomes & Co.

SUSSEX, British str., 3,328, C. Jones, 30th
October.—Kutchinotsu 25th Oct., Coal—
Dodwell & Co.

SOFALA, British str., 2,360, Shepherd, 22nd
October.—Moji 18th October, Ballast—
Jardine, Matheson & Co.

SUNGKIANG, British str., 1,021, John Robinson,
1st Nov.—Yanila 23th October, General—
Butterfield & Swire.

TAISHAN, British str., 1,121, A. Jones, 27th
October.—Saigon 22nd Oct., Rice and Meal—
Bradley & Co.

VERMONT, British str., 2,723, W. C. Haynes,
s.s.s., 30th October.—Moji 25th October,
Coal—Bradley & Co.

BRITISH WARSHIPS.
ALACRITY, British dispatch-boat, 1,700, Comdr.
R. M. Harbord.

CHIBUK, water tank and tug.

ESPICOLE, British gunboat, 1,070, Ernest G.
Barton.

HANDY, torpedo boat destroyer, Lieut. E. H.
Jelliffe.

TAKU, British destroyer, 250, Cranford.

TAMAR, receiving ship, Commodore, C. G.
Dickson.

VENGEANCE, battleship, 12,950, Capt. Stuart,
C.M.G.

VIRAGO, torpedo boat destroyer.

FOREIGN WARSHIPS.
FRONDE, French torpedo-boat, 360, Lieut.
Tebenne.

GENERAL ALAVA, American transport, Captain
Whitson.

HANSA, German cruiser, 5,900, Capt. Weber.

HERTHA, German cruiser, 6,500, Baron Schim-
melmann.

JAYELINE, French torpedo boat, 360, Baussant.

MONTGOM, French cruiser (Vice-Admiral's
flagship), 10,000, Cross.

MOUQUER, French torpedo boat, 360, Prat.

PISTOLET, French torpedo boat, 360, de Rinaoh-
Werth.

TITANIA, German cruiser, Capt. Schaake.

HIS BRITANNIC MAJESTY'S SHIPS
IN THE CHINA SQUADRON.

Alacrity, dispatch-boat, 1,700 tons, 10 guns,
3,000 h.p., Com. R. M. Harbord, Hongkong

Albion, battleship, 12,950 tons, 16 guns, Capt.
Fremantle, Weihaiwei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Comdr. Rowland Nugent, Yangtze.

